

Paré Exhibit B

REPLY DECLARATION OF ERNEST TAI MING YANG

I, ERNEST TAI MING YANG of Messrs Dibb Lupton Alsop (now DLA Piper), of 29th Floor Bank of China Tower, 1 Garden Road, Central, Hong Kong Special Administrative Region, MAKE OATH AND SAY AS FOLLOWS:-

1. I have previously provided my background in my Declaration dated 29 January 2008. I have now read the Declarations of Mr. Carsten Bober, Mr Nikolai Christopher Ivanov and Mr Huang Shun Gang together with attachments to these Declarations. I write to provide my reply on issues of English law. Hence in my Declaration my focus shall be responding to the points made by Mr. Ivanov. I will use the same definitions / terms as in my Declaration for ease of reference.
2. I note that Mr. Ivanov has referred to a head charterparty dated 18 April 2007 between Orestia Shipping Ltd ("Orestia") as owners and Navision Shipping Company A/S ("Navision") as charterers, attached as Exhibit "1" to Mr Bober's Declaration. I note that this charterparty is unsigned. I have now seen a copy of the Charterparty dated 12 July 2007 between Oresteia and Charterers. I have no information to determine who are the true contract parties to the Charterparty and will not deal with this point further. The two contracts appear to contain, for relevant purposes, the identical terms and conditions. In particular, both are on the NYPE 1946 form and contain the following relevant clauses:-

8. *That the Captain ... shall be under the orders and directions of the Charterer as regards employment and agency; and Charterers are to load, stow ... the cargo at their expense under the supervision of the Captain, who is to sign or when required by Charterers, authorise the Charterers or their agents to sign Bills of Lading on his behalf for cargo as presented, in conformity with Mate's receipts.*

Clause 42: Bills of Lading

Charterers' Bills of Lading to be used if required by Charterer ...

*...
Charterer to make best endeavours to incorporate a lien clause in all bill(s) of lading issued under this Charter Party. Charterers to accept all consequences that might result from charterers and /or their agents not adhering strictly to their authority.*

Both charterparties also call for London arbitration and for English law to apply in identical clauses 17 and 39. I also note there is a reference to a further sub-charter (see Ivanov Declaration, ¶ 2(b)), but I have seen no such other charterparty.

3. In my view, given the similarity between the two charterparties, there is no difference to my opinion below regardless of whether the charter was between Oresteia and Charterers, or if there were two separate charters, one between Oresteia and Navision, and the other between Navision and Charterers. The only difference would be that, in addition to the points raised below, in the absence of any charterparty between Navision and Charterers, Navision would have no cause of action against Charterers or SA.
4. I understand it to be Navision's assertion in their cause against SA that the latter should be liable to Navision, under English law, based on the following premises:-
 - (a) the Charterparty allegedly required Charterers to obtain a written letter of authority from the Master in order for SA to sign bills of lading and Charterers had a "*positive duty*" to issue bills of lading that protected Navision's lien rights;
 - (b) the Master authorised SA to issue bills of lading, but only under strict terms of an "*authority*" to which SA allegedly agreed;
 - (c) SA (i) issued bills of lading that have failed to protect Navision's lien rights and (ii) in any event issued some bills marked "freight prepaid" and these barred Navision from exercising their rights of lien under such bills of lading thereby preventing Navision from securing their claim for non-payment of hire by Charterers.

I will address the various aspects of these premises below.

5. Before doing so, however, I will address what appears to be an overarching point that Navision and the Ivanov Declaration essentially ignore.

There was no impediment to Navision liening cargo under the "freight collect" Bills of Lading

6. The Bills of Lading (attached) show that most of the cargo on the Vessel was carried under "freight collect" Bills of Lading (Exhibit "1") and not under "freight prepaid" Bills of Lading (Exhibit "2"). In particular cargo covered by the freight collect bills amount to some 4,676 bundles (tally of Exhibit A bills) stowed in 3 holds (see below) whereas the freight prepaid bills amount to only 1,120 bundles and 154 coils (tally of Exhibit B bills) stowed in 2 holds (see below). It therefore appears that by far the larger quantity of cargo was carried under "freight collect" bills.

7. It is also suggested in the Ivanov Declaration (§ 3(j)) that the existence of freight collect bills does not “*extinguish Navision’s cause of action*”, but that this “*may effect the quantum of any claim*”. That argument ignores a critical point. Navision and Mr Ivanov assume the 4,676 bundles of steel carried under freight collect bills of lading did not have sufficient value to cover Navision’s total hire claim of \$2,694,270.59 including interest and costs. I cannot see any basis in the known facts to warrant this assumption. It would be unusual for cargo not to have a value of at least several times the value of the freight costs of carrying the cargo. In any event, if the value of that freight collect cargo stowed in 3/5ths of the Vessel was at least equivalent to Navision’s hire claim, the possibility of liening that cargo would in fact appear to entirely extinguish Navision’s alleged cause of action against SA. At the very least, because there was no impediment to liening the cargoes covered by the freight collect Bills of Lading, Navision’s cause of action against SA must necessarily be reduced in amount by the actual value of that cargo.

8. It has also been suggested that the cargo carried under the freight collect bills may not have been “*clearly separable and/or identifiable etc.*”, and therefore possibly difficult to lien (Ivanov § 3(j)). There appears to be no basis for any such suggestion. I have been shown and I attach as Exhibit “3” loading documents which separately identify the cargo carried under each of the Bills of Lading. By matching up these loading documents and the Bills of Lading in Exhibits “1” and “2” one finds the following:-
 - (a) All the cargo carried under freight prepaid Bills of Lading bound for Spain was loaded in hold No. 4. This includes the following cargo quantities on the mates receipts:
 - 628 bundles
 - 40 bundles
 - 16 bundles
 - 21 bundles
 - 38 bundles
 - 39 bundles

 - (b) All the cargo carried under freight prepaid Bills of Lading bound for Italy was loaded in Hold No. 2 (except for 67 bundles or the 174 bundles stowed in Hold No. 1). This includes the following cargo quantities on mates receipts:
 - 23 bundles
 - 20 bundles
 - 133 bundles
 - 4 bundles
 - 44 bundles

94 bundles
107 bundles of 174

- (c) All the freight collect cargo was bound for Italy and it was loaded in Hold Nos. 1, 2 Lower Hold, 3 and 5 according to cargo quantities as follows:

234 bundles – hold 5
971 bundles – hold 2, lower hold
1076 bundles – 1 lower hold = 568; 2LH- 22; 5LH = 516
174 bundles – 1 hold = 67; (2 hold – 107 as shown in b above)
703 bundles – 3 hold
97 bundles – 3 hold
162 bundles – 3 hold = 24; 5 hold = 138
223 bundles – 5 hold
146 bundles – 5 hold
239 bundles – 3 hold
173 bundles – 1 hold
198 bundles – 1 hold
141 bundles – 1 hold
139 bundles – 2 lower hold

9. There are three further points I should add:-

- (1) First, I note that there is some speculation that a third charterparty may exist and it may be the charter that was incorporated into the bills of lading rather than either of the two identified and apparently identical charters referred to above. I cannot say whether a third charterparty exists, but can say I have seen no references to one so far. It should also be noted that most charterparty standard forms do contain a lien clause.
- (2) Second, it has been suggested that the standard Congenbill 1994 wording might not have been included on the reverse of the bills used in this case (Ivanov Declaration ¶ 2(a)). Again, I will leave it to others to establish whether this was the case, but I note that reference to the Congenbill 1994 form appears in the copies of the front side of the bills, and Mr. Ivanov concedes that the standard language of these bills would duly incorporate any lien clause in the referenced charter (Ivanov Declaration at ¶ 2(a)).
- (3) Third, I note at various places it has been urged that the issuance of antedated bills or those which fail to incorporate the terms of a survey report were wrongful and even fraudulent. Whether this is the case, issuance of such bills, if any, is irrelevant to Navision's assertion and alleged cause of action because this is based entirely

on alleged infringement of Navision's right of lien by a possible, alleged failure to incorporate a lien clause in the Bills of Lading and issuance of *some* freight prepaid bills. The alleged antedating of any bills or the alleged failure to incorporate a survey report in bills has nothing to do with this assertion.

10. In conclusion, assuming the value of the cargo carried under the freight collect bills is in the same amount as Navision's claim for hire, it appears that there is no basis to allege that a cause of action exists under English law against SA for its issuance of freight prepaid Bills of Lading. In any event, the amount of Navision's claim must be reduced by the value of the cargo carried under the freight collect bills as there was no apparent prohibition from Navision liening such cargo.

It was not necessary under the Charterparty clauses to obtain written authority from the Master, and he had no right to refuse to authorise or set new conditions respecting the issuance of the bills

11. Navision suggest that the written authority sought by the Master in this case was "*envisaged and indeed required*" under the Charterparty (see Ivanov ¶ 11). This conclusion is entirely unwarranted under the relevant Charterparty terms under English law.
12. The Charterparty does not give the Master a right to freely set conditions not contained in the Charterparty for providing any authorisation, for the following reasons:-
 - (1) Clause 8 provides that the Captain "*...is to sign or when required by Charterers, authorize the Charterers or their agents to sign Bills of Lading.*" (emphasis added). In the passage in Wilford on Time Charters set out at footnote 6 on page 5 of Mr. Ivanov's Declaration, the authors take the view that where there is actual authority given "*either by special charter clause to that effect or by agreement after the charter is signed, then there is **no doubt** that the charterers or their agents may bind the owners*" (emphasis added). This suggests that any requirement for authority to be given expressly is simply to make things beyond doubt, but is not a *sine qua non* of Charterers' right to sign bills of lading.
 - (2) Clause 8 states the Captain must give authorisation to Charterers "*when required*" by the latter. This suggests that it is mandatory for the Master to grant the authorisation and he has no choice. It would also be inconsistent to suggest that the Master can impose any proviso or condition to the grant of authorisation. He cannot, for example, demand that the Charterers make a US\$1 million *ex gratia* payment for the privilege of getting such authorisation. As

such, there would also be no entitlement for the Master to impose any other conditions that is at variance with the obligations of the parties under the Charterparty. The most that can be said is that clause 42 requires the Charterers to exercise "*best endeavours to incorporate a lien clause*". It does appear that a lien clause was incorporated as discussed.

- (3) It is noted that at footnote 4 on page 4 of Mr Ivanov's Declaration he has referred the Court to the "*background*" to *The Nanfri*, but does not suggest that a charterer under a time charter should only have the right to insist on the issue of freight prepaid bills for the Great Lakes grain trade. In my view, there is nothing to suggest that the principles in *The Nanfri* should be so restricted especially when freight prepaid bills are commonly required in ocean trades generally.
13. Returning to paragraph 12(2) above, the words "*best endeavours*" mean that there is no absolute duty under the Charterparty upon the Charterers to incorporate a lien clause.
14. In any event, in respect of any possible breach, clause 42 also provides that the Charterers shall accept "*all consequences that might result from charterers and/or their agents no adhering strictly to their authority*". Hence, the Charterparty itself provides the remedy for any possible failure relating to issuance of bills of lading by either Charterers or SA that did not adhere strictly to signing authorisation. In other words, even if SA signed bills without authority, the remedy envisaged for that under the Charterparty is that Charterers would indemnify Navision for this.
15. Further, I note that the Master's alleged "authorisation" is conflicting at best since paragraph 2 thereof requires that bills be issued in accordance with mates' receipts and the mates' receipts corresponding to the freight prepaid bills also bear the notation "freight prepaid".

Lack of agreement between Navision and SA

16. It is argued that SA "*elected to enter into an agreement with Navision*" (Ivanov Declaration ¶ 1(h)) and that "*Mr Zhuo's signature is a clear and unequivocal acceptance and agreement by Shanghai Fareast to be bound by the terms and conditions contained in the Letter of Authorisation*" and that this "*formed a separate and enforceable agreement*" (Ivanov Declaration ¶ 1(g)). Volume 1, *Chitty on Contracts* (2004 London Sweet & Maxwell) at ¶ 12-043 is apparently cited for the proposition that the remark "*rcvd this letter*" shows an intention by SA to be bound.

17. There is, however, nothing in the quoted section of Chitty on Contracts which indicates the notation "*rcvd this letter*" shows an intention to be bound. Instead, this section merely outlines the general principles that the intention of the parties is to be objectively determined, and that the "*cardinal presumption is that the parties have intended what they in fact said*". This section of Chitty on Contracts addresses "*General Rules of Construction*" for interpretation of the terms of an undisputed contract. It is then urged by Mr. Ivanov that the notation "*rcvd this letter*" does not "*convey an intention not to be bound.*" (emphasis added).
18. With due respect, this has exactly backwards the critical principle under English law for the formation of contracts, which requires clear and positive acceptance for contracts to be formed.
19. The more relevant section in Chitty on Contracts is the one dealing with "Acceptance", beginning at § 2-025. As § 2-025 makes clear:-

Acceptance defined. An acceptance is a final and unqualified expression of assent to the terms of an offer. The objective test of agreement applies to an acceptance no less than an offer. On this test, a mere acknowledgement of an offer would not be an acceptance; nor would a person to whom an offer to sell goods had been made accept it merely by replying that it was his "intention to place an order" or by asking for an invoice. The mere acknowledgement of an offer, in the sense of a communication stating simply that the offer had been received, would likewise not be an acceptance.

(Emphasis added)

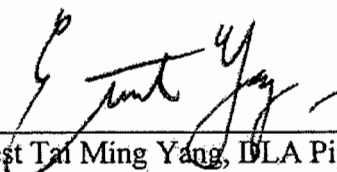
20. The more relevant principle of English law is thus that an acceptance of an offer which is capable of creating a new contract must be "*final and unqualified*". A simple statement, without other relevant circumstances, that an offer has been "*rcvd*", does not, under English law, amount to a "*final and unqualified*" acceptance.
21. There also appears to be an absence of intention between Navision and SA for separate contractual relations to be created. Intention (determined objectively) to create legal relations is precondition for a contract to be validly formed. The known facts show that SA issued bills of lading on instructions from the Charterers (see Exhibit 3 to Mr. Zhuo Zhonggen's Declaration dated 28 January 2008). There is therefore no reason for SA to take on separate contractual responsibility to anyone for the issuance of the Bills of Lading.

22. There also appears to be nothing to gain for SA to undertake such separate contractual responsibility. Consideration is also a precondition for a contract to be validly formed.

Navision appears to have clear lien rights in respect of the "freight collect" Bills of Lading

23. As already indicated, the evidence I have reviewed shows that the Congenbill 1994 standard form bill of lading were apparently used and it was conceded that this would incorporate a lien clause if it was contained in a referenced charter. Further, the only identified charter parties in this case both contained identical lien clauses. Unless other different bills of lading or charterparties were used (and there appears to be no evidence to this effect) it appears that Navision had the clear right to lien cargoes carried under the freight collect Bills of Lading. If the value of the cargo exceeded Navision's claim for hire, there appears to be no arguable basis under English law on which to urge that a cause of action exists against SA for allegedly violating Navision's lien rights by the issuance of *some* freight prepaid Bills of Lading, even if these were not authorised.

I state under penalty of perjury of the laws of the United States that the foregoing is true to the best of my knowledge and belief and that the opinions I have expressed are correct.


Ernest Tai Ming Yang, DLA Piper Hong Kong

Executed on: March 6, 2008
Hong Kong, China

Yang Exhibit 1

上海瀚翎国际物流有限公司
SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.
HANGSHI STEEL PIPE CO. LTD.
YU GUO, WUAI, HANGSU, P. R. CHINA
TEL: +86-21-5807771 FAX: +86-21-5807771

收货单

MATE'S RECEIPT

托运人
Shipper:

船名
Name of Vessel: BEAVE REGA

航次
Voyage: 7111

编号
D/R NO.: BEJSHAG01

目的港
Port of Destination: LA SPEZIA, ITALY

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量公斤 Weight Kilos	
			净重 Net Weight	毛重 Gross Weight
CK		24 BUNDLES PRIME QUALITY NEWLY PRODUCED SELF COLOUR (BLACK) SQUARE AND RECTANGULAR COLD FINISHED BORON SECTIONS		518.500K
		SAY TWO HUNDRED AND THIRTY FOUR	尺码 Measurement	
共计件数 (大写): Total Number of Packages in Words			运费付款方式 (Payment)	

在将上述完好状况之货物装船后需签署收货单

Receive on board the abovementioned goods apparent in good order and condition, sign the accompanying receipt for the same

日期 Date	2007.3.17	时间 Time	
装入何处 Stowed	AKS HILL		
接收 Received			
理货员签名 Tallied By		大副签名 Chief Officer	

通知人 Notify Party:	
代理人 Agent:	

Yans Ex 1

JIANGSU, 214183 P. R. CHINA

Consignee

TO THE ORDER

Notify address

AROSTEEL SRL
VIA CECATI N. 3
42100 REGGIO EMILIA (RE)

Vessel

BRAVE JOHN V. 7T11 SHANGHAI PORT, CHINA

Port of discharge

LA SPEZIA, ITALY

Shipper's description of goods

Gross weight

N/M.

234
BUNDLES

PRIME QUALITY NEWLY PRODUCED SELF
COLOUR (BLACK) SQUARE AND
RECTANGULAR COLD FINISHED HOLLOW
SECTIONS IN QUALITY S355J2H
COMPLYING WITH THE EUROPEAN
STANDARD SPECIFICATION EN 10219
CLEAN ON BOARD 22 AUG 2007

519.920MT

SAY TWO HUNDRED AND THIRTY FOUR BUNDLES ONLY.

FREIGHT PAYABLE AT DESTINATION
COLLECT.

(Of which on deck at Shipper's risk the Carrier not
being responsible for loss or damage howsoever arising)

Freight payable as per
CHARTER PARTY dated.....

FREIGHT ADVANCE
Received on account of freight:

Time used for loading days hours.

SHIPPED

at the Port of loading in apparent good order and
condition on board the Vessel for carriage to the port
of Discharge or so near thereto as she may safely get the goods specified
above.

Weight, measure, quality, quantity, condition, contents and value
Unknown.

IN WITNESS where of the Master or Agent of the said Vessel has signed
the number of Bills of Lading indicated below all of this tenor and date,
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue

SHANGHAI

Number of original Bs/L

Signature

THREE

上海远东环球国际船舶代理有限公司
SHANGHAI EAST INTERNATIONAL SHIPPING AGENCY CO. LTD.

22 AUG 2007

GENERAL MANAGER

AS AGENTS BY AND ON BEHALF OF
MASTER OF MV BRAVE JOHN

上海瀚翎国际物流有限公司
 SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.
 NEW VILONG PRECISE STEEL PIPE CO., LTD.
 NEW VILONG, JIANGSU P. R. CHINA
 TEL: +86-510-3697771 FAX: +86-510-3699171

收 货 单

MATE'S RECEIPT

托运人

Shipper:

船 名

Name of Vessel:

LEAVE JOHN

航 次

Voyage:

711

编 号

D/R NO.:

LEAVE/02

目的港

Port of Destination:

LA SPEZIA, ITALY

标记及号码 Marks & Nos.	件 数 Quantity	货 名 Description of Goods	重量公斤 Weight Kilos	
			净 重 Net Weight	毛 重 Gross Weight
N/M	971 PACKAGES	HOLLOW SECTIONS		2299.01 MI
			收 码 Measurement	
			运费付款方式 (Payment)	
			FREIGHT COLLECT	
共计件数 (大写): Total Number of Packages in Words				

五、
收
货
联

兹将上述完好状况之货物装船后签署收货单

Receive on board the abovementioned goods apparent in good order and condition. sign the accompanying receipt for the same

日期 Date	08-21-2007	时间 Time	MASTER RECEIPT
装入何处 Stowed	24H		4250 CONTAINERS
实 收 Received	971 PKGS		4250 CONTAINERS
理货员签名 Tallied By	WATTA	大副签名 Chief Officer	

通知人 Notify Party	
收货人 Consignee	

TE: +86-510-3897771 FAX: +86-510-3889771

Consignee

TO THE ORDER OF ARO STEEL S.R.L.

Notify address

AROSTEEL S.R.L.
VIA CAVOUR, 39
43100 PARMA, ITALY

Vessel

Port of loading

BRAVE JOHN V. 7T11

SHANGHAI PORT, CHINA

Port of discharge

LA SPEZIA, ITALY

Shipper's description of goods

Gross weight

N/M

971
BUNDLES

PRIME QUALITY NEWLY PRODUCED SELF
COLOUR (BLACK) SQUARE AND
RECTANGULAR COLD FINISHED HOLLOW
SECTION IN QUALITY S355J2H COMPLYING
WITH THE EUROPEAN STANDARD SPECIFICATIONS
EN 10219
CLEAN ON BOARD 22 AUG 2007

2239.314MT

SAY NINE HUNDRED AND SEVENTY ONE BUNDLES ONLY.

FREIGHT COLLECT

(Of which _____ on deck at Shipper's risk; the Carrier not
being responsible for loss or damage howsoever arising)

Freight payable as per
CHARTER-PARTY dated _____

FREIGHT ADVANCE.
Received on account of freight: _____

Time used for loading _____ days _____ hours.

SHIPPED

at the Port of loading in apparent good order and
condition on board the Vessel for carriage to the port
of Discharge or so near thereto as she may safely get the goods specified
above.

Weight, measure, quality, quantity, condition, contents and value
Unknown.

IN WITNESS whereof the Master or Agent of the said Vessel has signed
the number of Bills of Lading indicated below all of this tenor and date,
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue

Number of original B/L

THREE

SHANGHAI
Signature
上海远东环球国际船舶代理有限公司
SHANGHAI FAREAST INTERNATIONAL SHIPPING AGENCY CO

22 AUG 2007
GENERAL MANA

Printed and sold by
Fr. G. Knudtzons Bogtrykkeri A/S, 55 Toldbodgade, DK-1253 Copenhagen K,
Teletac 45 33 93 1184
by authority of The Baltic and International Maritime Council
(BIMCO), Copenhagen.

AS AGENTS BY AND ON BEHALF OF
MASTER OF MV BRAVE JOHN

Shipper:

收 货 单

MATE'S RECEIPT

船名 BRAVE JOHN

航次 7113

Name of Vessel:

Voyage:

编 号 BRJ3HA904

目的港

D/R NO.:

Port of Destination:

五、收貨類

吳江仲樂(大蜀)：

Total Number of Packages in Words

茲將上述完好狀況之貨物裝船后希簽署收貨單

Receive on board the abovementioned goods apparent in good order and condition, sign the accompanying receipt for the same

Date 08-20, 2007

时间

聖人何如

Solved

20 21

11. *Horizontal*

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

型貝貝答

大新茶名

442

Not to Party.

三人

Consignee:

N. 5 YULONG RD. YUQI,
WUXI JIANGSU 214183 P.R. CHINA

Reference No.

Consignee

TO THE ORDER

Notify address

ARO STEEL SRL
VIA CAVOUR, 39
43100 PARMA ITALY

Vessel

BRAVE JOHN V. 7111 SHANGHAI PORT, CHINA

Port of discharge

LA SPEZIA, ITALY

ORIGINAL

Shipper's description of goods

Gross weight

N/M

1076

BUNDLES

PRIME QUALITY NEWLY PRODUCED SELF
COLOUR (BLACK) SQUARE AND
RECTANGULAR COLD FINISHED HOLLOW
SECTIONS IN QUALITY S355J2H AND

2529.384MT

S235JR COMPLYING WITH THE EUROPEAN
STANDARD SPECIFICATIONS EN 10219
ORIGIN OF THE GOODS CHINA
CLEAN ON BOARD

22 AUG 2007

SAY ONE THOUSAND SEVENTY SIX BUNDLES ONLY.

FREIGHT PAYABLE AT DESTINATION

(Of which on deck at Shipper's risk: the Carrier not
being responsible for loss or damage howsoever arising)

Freight payable as per
CHARTER-PARTY dated.....

FREIGHT ADVANCE.

Received on account of freight:

Time used for loading days hours.

SHIPPED

at the Port of loading in apparent good order and
condition on board the Vessel for carriage to the port
of Discharge or so near thereto as she may safely get the goods specified
above.

Weight, measure, quality, quantity, condition, contents and value
Unknown.

IN WITNESS where of the Master or Agent of the said Vessel has signed
the number of Bills of Lading indicated below all of this tenor and date,
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue

SHANGHAI

Number of original Bs/L

Signature
上海远东环球国际船舶代理有限公司
SHANGHAI FAREAST INTERNATIONAL SHIPPING AGENCY CO., LTD

THREE

22 AUG 2007

GENERAL MANAGER

AS AGENTS BY AND ON BEHALF OF
MASTER OF MV BRAVE JOHN

上海瀚翎国际物流有限公司
SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.

WUXI SHANGHAI STEEL PIPE CO., LTD.
WUXI SHANGHAI STEEL PIPE CO., LTD.
TEL: 86-510-750771 FAX: 86-510-6589771

收 货 单

MATE'S RECEIPT

托运人
Shipper:

船 名
Name of Vessel: SEAVE DORA

航 次
Voyage: 7111

船 号
D/R NO.: 00100020

目的港
Port of Destination: LA SPEZIA, ITALY

标记及号码 Marks & Nos.	件 数 Quantity	货 名 Description of Goods	重量 公斤 Weight Kilos	
			净 重 Net Weight	毛 重 Gross Weight
T.M.	139 PACKAGES	BOLLO SECTIONS		314 943M
SAY ONE HUNDRED AND THIRTY NINE PACKAGES			尺 寸 Measurement	
总件数 (大写): Total Number of Packages in Words			运费付款方式 (Payment)	
			FREIGHT COLLECT	

五、
收
货
联

兹将上述完好状况之货物装船后希签署收货单

Receive on board the abovementioned goods apparent in good order and condition, sign the accompanying receipt for the same

日期 Date	08-21 2007	时间 Time	11:00 AM
装入何船 Stowed	248	装入何船 Stowed	248
出 收 Received	139 PKGS	出 收 Received	139 PKGS
理货员签名 Tallied By	1617	大副签名 Chief Officer	1617

通知人 Notify Party:	SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.
收货人 Consignee:	SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.

2007 年 8 月 21 日

N. 5 YULONG RD. YUQI,
WUXI JIANGSU 214183 P. R. CHINA

Reference No.

Consignee

TO THE ORDER

Notify address

ARO STEEL SRL
VIA CAVOUR, 39
43100 PARMA ITALY

Vessel - Port of loading

BRAVE JOHN V. 711 SHANGHAI PORT, CHINA

Port of discharge

LA SPEZIA, ITALY

Shipper's description of goods

PRIME QUALITY NEWLY PRODUCED SELF

COLOUR (BLACK) SQUARE AND

RECTANGULAR COLD FINISHED HOLLOW

SECTIONS IN QUALITY S355J2H AND

S235JR COMPLYING WITH THE EUROPEAN

STANDARD SPECIFICATIONS EN 10219

ORIGIN OF THE GOODS CHINA

CLEAN ON BOARD

Gross weight

314.943MT

N/M

139

BUNDLES

22 AUG 2007

SAY ONE HUNDRED AND THIRTY NINE BUNDLES ONLY

FREIGHT PAYABLE AT DESTINATION

(Of which on deck at Shipper's risk; the Carrier not
being responsible for loss or damage howsoever arising)

Freight payable as per
CHARTER PARTY dated

FREIGHT ADVANCE.

Received on account of freight:

Time used for loading days hours.

SHIPPED

at the Port of loading in apparent good order and
condition on board the Vessel for carriage to the port
of Discharge or so near thereto as she may safely get the goods specified
above.

Weight, measure, quality, quantity, condition, contents and value
Unknown.

IN WITNESS where of the Master or Agent of the said Vessel has signed
the number of Bills of Lading indicated below all of this tenor and date,
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue

SHANGHAI

Number of original Bs/L

THREE

Signature

上海远东环球国际船舶代理有限公司
SHANGHAI FAR EAST INTERNATIONAL SHIPPING AGENT CO. LTD.

22 AUG 2007

GENERAL MANAGER

AS AGENTS BY AND ON BEHALF OF
MASTER OF MV BRAVE JOHN



海 运 出 口 托 运 单

盛世物流

VICTORY LOGISTICS

收货单

托运人

Shipper

WAL MTL HOME DEVELOPMENT CO., LTD.

MATE'S RECEIPT

编号

No.

02154019

船名

S/S

BRAVE JOHN 7.7111

目的地

For

LA SPEZIA

TEL:021-63075522 ATTN: 陈伊丽

021-63830816 ATTN: 毛慧敏

下开完好状况之货物业已收妥无损

FAX:021-63078886

Received on board the following goods appear in good order and conditions

021-63079986

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量公斤 Weight Kilos	
			净 Net	毛 Gross
	100PCS	TUBES FOR THE STIMULANT 100% CANNON POWDER IN LENGTH 1.2M		12100KGS
总计件数(大写) Total Number of Packages in Writing			100	12100

日期

08-12-2007

时间

Time

装入何舱

Stowed

1103 MID

实收

Received

703 PKGS

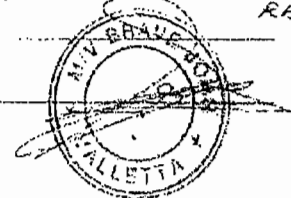
理货员签名

Tallied By

大文

大副
Chief Officer

MASTER REMARK:
CARGO CONDITION AS PER
ATTACHED P-I CLUB SURVEYOR
REPORT





海运出口托运单

盛世物流

托运人

Shipper

HUALIANG TRADE DEVELOPMENT CO., LTD.

收货单

MATE'S RECEIPT

编号

No. BRUSHAD20

船名

S/S BRAVE JOHY V. 7711

目的港

LA SPEZIA

TEL: 021-63075522 ATTN: 陈伊丽

For

021-63830616 ATTN: 毛慧敏

下开完好状况之货物业已收妥无损

FAX: 021-63078866

Received on board the following goods apparent in good order and condition:

021-63079966

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量公斤 Weight Kilos	
			净 Net	毛 Gross
N.2	171165	TUBES FOR THE STRUCTURE 1.20171165M DIA. 40.000000 IN LENGTH 1.20		171165.0000
共计件数(大写) Total Number of Packages in Writing			TOTAL GROSS WEIGHT	

日期
Date

08-20, 2007

时间
Time装入何舱
Stowed

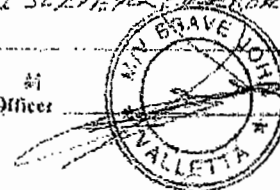
NO.3 HOLD

实收
Received

97 PCS

理货员签名
Tallied By

六文

大副
Chief OfficerMASTER REMARK: CARGO
CONDITION AS PER ATTACHED
P+I SURVEYOR REPORT

1004, D-BUILDING, FUJIAN PLAZA,
NO. 198, ZHONGSHAN ROAD, WUXI, CHINA
TEL: (86) 510-82717360 FAX: (86) 510-82752846

Reference No.

Consignee

TO THE ORDER

Notify address / Notify

ARO STEEL SRL
VIA CAVOUR, 39 43100-PARME ITALIA
TEL: +39 0521 391411 FAX: +39 0521 285747

Vessel

Port of loading

Port of discharge ~~BRAVE JOHN V. 7T11~~

SHANGHAI

ORIGINAL

Shippers description of goods/ merchandise

Weight/ Volume

800PACKAGES

1850783.6KGS

1499.83CBM

N/M

ON BOARD

22 AUG 2007

(TUBES FOR THE STRUCTURES) PRIME QUALITY NEWLY PRODUCED SELF
COLOUR (BLACK) SQUARE AND RECTANGULAR COLD FINISHED HOLLOW SECTIONS IN
QUALITY S355J2H COMPLYING WITH THE EUROPEAN STANDARD SPECIFICATION EN
10219 TOTAL QUANTITY APPROX 2190 METRIC TONNES TOLERANCE ON
LENGTH: +100MM/-0 TOLERANCE ON UNIT QUANTITIES: +20PCT/-10PCT
TOLERANCE ON TOTAL QUANTITY: +5PCT/-5PCT TOTAL AMOUNT USD 1202,
022.00+05PCT/-05PCT AS PER BUYER'S ORDER NR.03/01 DATED JANUARY
12TH, 2007 AND SALES CONTRACT DATED JANUARY 12TH, 2007 TERMS OF
DELIVERY: FOB SHANGHAI PORT (INCOTERMS 2000)

FREIGHT COLLECT

SAY EIGHT HUNDRED PACKAGES ONLY

(of which none on deck at Shipper's risk; the Carrier not being responsible for loss or damage howsoever arising)

Freight payable as per
CHARTER PARTY dated

FREIGHT ADVANCE.
Received on account of freight:

Time used for loading

days

hours.

SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above.
Weight, measure, quality, condition, contents and value unknown. IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading indicated below all of this tenor and date, any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue
SHANGHAI

Number of original Bs/L THREE

Signature
FOR AND ON BEHALF OF THE MASTER
THE MASTER OF BRAVE JOHN

上海远东环球国际船舶代理有限公司
SHANGHAI FAREAST INTERNATIONAL SHIPPING CO., LTD.

22 AUG 2007
GENERAL MANAGER.

0 • c

162 • + ✓

223 • + ✓

174 • + ✓

146 • + ✓

239 • + ✓

173 • + ✓

198 • + ✓

141 • + ✓

=

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上海瀚翎国际物流有限公司

SHANGHAI HAIHI-Links INTERNATIONAL LOGISTICS CO., LTD.

NO. 112, 2500 WEST STEEL PIPE CO., LTD.

1001, XIALI, JIANGSU, P. R. CHINA

TEL: +86-510-8997771 FAX: +86-510-35899771

收货单

MATE'S RECEIPT

托运人

Shipper:

船名

Name of Vessel:

PEAVE JONES

航次

Voyage:

7111

编号

D/R NO.:

BRTSHAOZI

目的港

Port of Destination:

LA SPEZIA, ITALY

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量公斤 Weight Kilos	
			净重 Net Weight	毛重 Gross Weight
N7	152 BUNDLES	ROUND STEEL PIPES		130.743MT
共 152 件 (大写: 一百五十二)			尺码 Measurement	
Total Number of Packages in Words			运费支付方式 (Payment)	

五、
收
货
联

兹将上述完好状况之货物装船后希签署收货单

Receive on board the abovementioned goods apparent in good order and condition, sign the accompanying receipt for the same

日期 Date	2007-12-24	时间 Time	
装入何船 Stowed	152 BUNDLES	130.743 GWS	11/2 BUNDLES
接收 Received			
理货员签名 Tallied By		大副签名 Chief Officer	

通知人
Notify Party:收货人
Consignee:

2007 年 12 月 24 日

上海瀚翎国际物流有限公司

SHANGHAI III-LINKS INTERNATIONAL LOGISTICS CO., LTD.

WUXI YUJONG PRECAST STEEL PIPE CO., LTD.

WUXI, WUXI, JIANGSU, P. R. CHINA

TEL: +86-510-3897771 FAX: +86-510-3889751

收货单

MATE'S RECEIPT

托运人

Shipper:

船名

BRAVE JURE

航次

7111

Name of Vessel:

Voyage:

编号

BRJSHAO11

目的港

LA SPEZIA, ITALY

D/R NO.:

Port of Destination:

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量/公斤 Weight Kilos	
			净重 Net Weight	毛重 Gross Weight
N/M	223 BUNDLES	ROD/W SECTIONS		702.05-187
341 HUNDRED AND TWENTY THREE BUNDLES			唛码 Measurement	
共 计 件 数 (大 写) : Total Number of Packages in Words			运费付款方式 (Payment) FREIGHT COLLECT	

五、
收
货
联

兹将上述完好状况之货物装船后签署收货单

Receive on board the abovementioned goods appearant in good order and condition, sign the accompanying receipt for the same

日期 Date	06-10, 2007	时间 Time	14:10
装入何轮 Stowed	115	装入何处 Loaded	115
实收 Received	223 BUNDLES	大副签名 Chief Officer	
理货员签名 Tallied By	王佳佳		

通知人
Notify Party:

收货人
Consignee:

制单 日期

上海瀚翎国际物流有限公司

SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.

WUJI WILSON PRECISION STEEL PIPE CO., LTD.

YUJI, WUJI, JIANGSU, P. R. CHINA

TEL: 86-510-3897771 FAX: 86-510-3897771

收货单

MATE'S RECEIPT

托运人

Shipper:

船名

Name of Vessel:

BRANT 100N

航次

Voyage:

7711

编号

D/R NO.:

BR100H005

目的港

Port of Destination:

LA SPEZIA ITALY

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量公斤 Weight Kilos	
			净重 Net Weight	毛重 Gross Weight
N. 2	174 BUNDLES	HOLLOW SECTIONS		1.060MT
		SAI ONE HUNDRED AND SEVENTY FOUR BUNDLES	尺码 Measurement	
			运费付款方式 (Payment)	
			运费自理	

总件数 (大写):

Total Number of Packages in Words

兹将上述完好状况之货物装船后希签署收货单

Receive on board the abovementioned goods apparent in good order and condition, sign the accompanying receipt for the same

日期 Date	06. 21. 2007	时间 Time	11:50 AM
装入何舱 Stowed	1/6 1	装入何舱 Stowed	1/6 1
实收 Received	174	实收 Received	174
理货员签名 Tallied By	2 张保	大副签名 Chief Officer	

通知人
Notify Party:收货人
Consignee:

上海瀚翎·国际物流有限公司
SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.

WUJI YU LONG PRECISE STEEL PIPE CO., LTD.
WUJI WUJI, JIANGSU, P. R. CHINA
TEL: +86-510-3892771 FAX: +86-510-3892771

收货单

MATE'S RECEIPT

托运人

Shipper:

船名

Name of Vessel:

BRANT JOHN

航次

Voyage:

7111

编号

D/R NO.:

BRJSHAD24

目的港

Port of Destination:

LA SPEZIA, ITALY

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量公斤 Weight Kilos	
			净重 Net Weight	毛重 Gross Weight
N/M	146 BUNDLES	BELLOW SECTIONS		353.923MT
		ONE ONE HUNDRED AND FORTY SIX BUNDLES	吹码 Measurement	
共计件数 (大写): Total Number of Packages in Words			运费付款方式 (Payment) FREIGHT COLLECT	

五、
收货联

兹将上述完好状况之货物装船后为签署收货单

Receive on board the abovementioned goods apparent in good order and condition, sign the accompanying receipt for the same

日期 Date	06.11.2007	时间 Time	11:00 AM
装入何船 Stowed	146 BUNDLES	装入何船 Stowed	146 BUNDLES
实收 Received	146 BUNDLES	实收 Received	146 BUNDLES
理货员签名 Tallied By		大副签名 Chief Officer	

通知人

Notify Party

收货人

Consignee

制单

手

工

二

上海瀚翎国际物流有限公司
SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.

WUJI YUJING PRECISE STEEL PIPE CO., LTD.
1101 WEST JIANGSU P. R. CHINA
TEL: 86-510-3897771 FAX: 86-510-3889771

收货单

MATE'S RECEIPT

托运人
Shipper:

船名
Name of Vessel: PRIVE JORD

航次
Voyage: 711

编号
D/R NO.: BRUSH/25

目的港
Port of Destination: LA SPEZIA, ITALY

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量公斤 Weight Kilos	
			净重 Net Weight	毛重 Gross Weight
N/M	239 ENDERS	HALLOW SECTIONS		436.732MT
SAY TWO HUNDRED AND THIRTY NINE ENDERS			尺码 Measurement	
总计件数(大写): Total Number of Packages in Words			运费付款方式 (Payment)	
			PREPAID COLLECT	

五、
收
货
联

按以上述完好状况之货物装船后希签署收货单

Receive on board the abovementioned goods apparent in good order and condition, sign the accompanying receipt for the same

日期
Date: 08-2-2007

时间
Time: 14:00

装入何舱
Stowed: 1H: 1110

实收
Received: 239 ENDERS

理货员签名
Tallied By: [Signature]

大副签名
Chief Officer: [Signature]

通知人
Notify Party:

收货人
Consignee:

2007年2月14日

上海瀚翎国际物流有限公司

SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.

NO. 10, WUJIAOHE STREET, FIFE FLOOR,

TIANJIN, CHINA

TEL: 86-22-23331111 FAX: 86-22-23331111

收货单

MATE'S RECEIPT

托运人

Shipper:

船名

Name of Vessel:

FRANK

航次

Voyage:

提单号

D/R NO.:

RECEIVED

目的港

Port of Destination:

LA SPEZIA ITALY

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量公斤 Weight Kilos	
			净重 Net Weight	毛重 Gross Weight
N	173 PIECES	HOLLOW SECTIONS		42.20000
			尺码 Measurement	
			运费付款方式 (Payment)	
共计件数 (大写): Total Number of Packages in Words			四拾二点二零零	

五、
收
货
联

兹将上述完好状况之货物装船后需签署收货单

Receive on board the abovementioned goods apparent in good order and condition, sign the accompanying receipt for the same

日期

Date

时间

Time

装入何舱

Stowed

实收

Received

理货员签名

Tallied By

大副签名

Chief Officer

通知人

Notify Party

收货人

Consignee

上海瀚翎国际物流有限公司
SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.

SAN YU LONG PRECISION STEEL PIPE CO., LTD.
WUJI, WUJI, JIANGSU, P. R. CHINA
TEL: 0519-2597771 FAX: 0519-2597771

收货单

MATE'S RECEIPT

托运人

Shipper:

船名

Name of Vessel:

BRAVE JOURN

航次

Voyage:

编号

D/R NO.:

BRISBANE

目的港

Port of Destination:

SINGAPORE

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量公斤 Weight Kilos	
			净重 Net Weight	毛重 Gross Weight
	198 BUNDLES	HOLLOW SECTIONS	143	150.17
			尺码 Measurement	
			运费付款方式 (Payment)	
共计件数 (大写): Total Number of Packages in Words				

五. 收货人

兹将上述完好状况之货物装船后与签者长货

Receive on board the abovementioned goods apparent in good order and condition, sign the accompanying receipt for the same

日期

Date

时间

Time

装入何处

Stowed

实收

Received

理货员签名

Tallied By

大副签名

Chief Officer

Notify Party

收货人

Consignee:

上海瀚翎国际物流有限公司

SHANGHAI HI-LINKS INTERNATIONAL LOGISTICS CO., LTD.

WUAI YINONG PRECISE STEEL PIPE CO., LTD.

WUAI STEEL TIANJIN F.I. CHINA

TEL: 86-20-33977711 FAX: 86-20-33977711

收货单

MATE'S RECEIPT

托运人

Shipper:

船名

SHAVE TONG

航次

7111

Name of Vessel:

Voyage:

船号

BUSHROCK

目的港

LA SPEZIA (ITALY)

D/R NO.:

Port of Destination:

标记及号码 Marks & Nos.	件数 Quantity	货名 Description of Goods	重量公斤 Weight Kilos	
			净重 Net Weight	毛重 Gross Weight
N/M	141 BUNDLES	DE-LOW SECTIONS		290.12001
			尺码 Measurement	
			运费付款方式 (Payment)	
共计件数 (大写): Total Number of Packages in Words				

五、
收
货
联

按将上述完好状况之货物装船后签署收货单

Receive on board the abovementioned goods apparent in good order and condition, sign the accompanying receipt for the same

日期

Date

时间

Time

装入何处

Stowed

由何处

Received

理货员签名

Tallied By

大副签名

Chief Officer

通知人
Notify Party

收货人

Consignee

制单

1

2

3

N. 3 TULUNG RD. 1001,
WUXI JIANGSU 214183 P.R. CHINA

Consignee

TO THE ORDER

Notify address

ARO STEEL SRL
VIA CAVOUR, 39

43100 PARMA ITALY

Vessel

BRAVE JOHN V. 7TH

Port of loading

SHANGHAI PORT, CHINA

Port of discharge

LA SPEZIA, ITALY

ORIGINAL

Shipper's description of goods

Gross weight

N/M

1456
BUNDLES

PRIME QUALITY NEWLY PRODUCED SELF
COLOUR (BLACK) - SQUARE AND
RECTANGULAR COLD FINISHED HOLLOW
SECTIONS IN QUALITY S355J2H AND
S235JR COMPLYING WITH THE EUROPEAN
STANDARD SPECIFICATIONS EN 10219
ORIGIN OF THE GOODS CHINA
CLEAN ON BOARD

3434.019MT

22 AUG 2007

SAY ONE THOUSAND FOUR HUNDRED AND FIFTY SIX BUNDLES ONLY.

FREIGHT PAYABLE AT DESTINATION

(Of which on deck at Shipper's risk; the Carrier not
being responsible for loss or damage howsoever arising)

Freight payable as per
CHARTER PARTY dated

FREIGHT ADVANCE.

Received on account of freight

Time used for loading days hours.

SHIPPED

at the Port of loading in apparent good order and
condition on board the Vessel for carriage to the port
of Discharge or so near thereto as she may safely get the goods specified
above.

Weight, measure, quality, quantity, condition, contents and value
Unknown.

IN WITNESS where of the Master or Agent of the said Vessel has signed
the number of Bills of Lading indicated below all of this tenor and date,
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue
SHANGHAI

Number of original Bs/L

THREE

Signature

上海远东环球国际船舶代理有限公司
SHANGHAI FAREAST INTERNATIONAL SHIPPING AGENCY CO., LTD.

22 AUG 2007

GENERAL MANAGER

Printed and sold by
Fr. G. Knudtzons Bogtrykkeri A/S, 55 Toldbodgade, DK-1253 Copenhagen K,
Telefax 45 33 93 1184
by authority of The Baltic and International Maritime Council
(BIMCO), Copenhagen.

AS AGENTS BY AND ON BEHALF OF
MASTER OF MV BRAVE JOHN